been growing rarer now for many years, it did not suggest to Wellington's contemporaries his possession of special powers. cial powers. this young officer was ordered to do he did thoroughly entiously, and that kind of service was quite gular eighty years ago as before and since that . In India the fact that his brother was Govr-General was rather a disadvantage to him, since ild not expect special favors or opportunities was in some danger of being neglected in the effort to hold the balance even. But when a man who stands his business is ever on the watch for an opening, it is sure to arrive, and Assaye arrived for on. It was a battle which he perhaps would not have fought ten years later, for it involved a great risk and was hazardous in the extreme. But his ent proved sound, and he defeated a force six times as strong as his own. It is interesting to note that when he was serving John Company, as when he was serving the king and queen, a very large proion of his anxieties and troubles arose from the ompetence of the civil officers upon whom the military arm depended for supplies and munitions erience which he thus gained was invaluable to him, and in later life his intimate knowledge of the roblem of subsistence was probably as useful as his skill in tactics and strategy and his eye for topography. But, though his experience in this rewas identical with that of most captains of English and American armies, to say the least, it is in order to inquire why any captain should have this kind of work thrust upon him. It is not so thrust in the German service, where the commissariat is as carefully and strictly organized and conducted as of the combatant arms. But half Weilington's work always consisted in wrestling with the stupidity, neglect, red-tape and perversity, of his own Govern ment-save when, as in the Peninsula, he had all the imbecilities and follies of two alleged friendly Govenments to struggle with in addition to the normal domestic perplexities.

The student of military biography is too apt to put insufficient weight upon this part of the record, but in truth this is what proves the greatness of a commander as much as his more brilliant and visible conduct of battles, sieges, marches and retreats. The whole Peninsular War, upon which mainly Welling-ton's fame rests, may be said to have been put upon his shoulders so far as the defence against Napoleon was concerned. The Governments of Portugal and Spain were chronic hindrances to every far sighted movement At times they might have been thought in league with ce, so suicidal were their positions. Wellington had to fight them as much as the enemy, and at the time to maintain a perennial solicitation to his own War Office for necessary reinforcements and sup-Parliament, as parliaments will, insisted on knowing more about the conduct of the war than he as on the ground and had all the threads in his hand. He could only vindicate himself, moreover, by ng his plans, and such disclosures would have We are inclined to consider that the of all his achievements and the greatest, as wideneing the qualities which distinguish the world's nost soldiers, was the planning of the enterprise nonly alluded to as the Lines of Torres Vedras. To carry that plan out successfully he had to guard secret of it for more than a year, during the whole of which the great lines were being drawn and fortified. Then he had to accept the general appearance of a beaten commander; to retire step by step before the enemy, drawing him on to the coast and maintaining in him the beilef that he was driving the English ou of the country; finally, having withdrawn into the impregnable lines, he had to keep up a ceaseless watch upon the baffled foe, and when soult retreated perforce from an absolutely exhausted territory, he had to spring upon his track and follow him, fighting all the way, and fighting ever victoriously, to and beyond

In the conception and the execution of this great plan alike the hand and brain of a master must be recognized. In the conception there was a Napoleonie breadth and foresight; in the execution a marvellous grasp of details and a sure eye for opportunities. It is idle to deny that in the Peninsular War Wellington whelming odds when fighting was impossible, and, awaiting his own time, turned the tables finally upon opponents and drove them from the field. Craft

and deep calculation, swift and unerring judgment, almost unexampled patience, abounding dash and energy when the moment for action came, and a terrible persistent hammering at the foe which reminds one of Grant's battles in the Wilderness, characterize this great and victorious campaign. Waterloo was an epochal battle, and its dramatic features and momentous consequences for Europe naturally cast preceding events into the shale. But we think it takes ceding events into the shade. But we think it fairly open to question whether Wellington on that fateful day did not owe more to what is called chance and His arrangement with Blucher was certainly extra hazardous considering that he had Napoleon in front of him. The junction was in fact so long delayed that if Grouchy had not blundered so hopelessly the English and Allies might have been destroyed before the Prussians came up The necessity of detaching troops to neet and hold Blueher in check left Napoleon helpless when the charge of the Old Guard failed. But had he held ther division in hand at that moment the result might have been different; and it was not Wellington's ight or skill of disposition that brought about this

That the Duke fought a great battle is beyond dis-pute; but the question is whether he exhibited then and there the same scope and grasp as in the Torres Vedras operations, and on this point opinions will perhaps always differ. Waterloo was the culmination of his military career. Thenceforward he was to enjoy the rewards showered upon him so lavishly by his country, and to display in civil station the same strict sense of duty which had marked his conduct. as a soldier. His political career must, however, be of secondary interest. He entered it at an age when It was no longer possible for him to accommodate his stand with the Tories, though a time came when they regarded him as recreant because he insisted on placing what he considered his duty to the country before the claims and interests of party. He was, inde d. ill-fit ted for the contests of politics, simplicity and straight-forwardness being his dominant characteristics. He was a truthful and upright man and hore a stainless name through a long and active life. It is comperatively of little importance whether he is ranked with the first or the second among the world's great captains, but it is a consideration of high and permapeat significance that his reputation for loyalty to duty, for honor and for veracity, stands unexcelled. er has written this brief account of his life sympathetically and clearly, and has successfully labored to bring out the human and social elements in his character no less than those upon which his m I tary

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NO. 7 WALL-ST., NEW-YORK. NEW-BIRMINGHAM IRON AND LAND COMPANY BY H. H. WIBIRT, 47 BROADWAY, N. Y., PRESI-DENT.

WABASH, ST. LOUIS & PACIFIC RAILWAY COMPANY

FIRST MORTGAGE BONDS. NEW-YORK, June 20, 1893. The CENTRAL TRUST COMPANY OF NEW YORK, in pursuance of an order of Court made June 18, 1889, will pay on presentation at its office, 54 Wall-at., for first mortgage bonds, funded debt bonds, and serip of the TO-LEDO AND ILLINOIS IL R. CO., LAKE ERIE, WA-BASH AND ST. LOUIS R. R. CO., GREAT WESTERN R. R. CO., DECATUR AND EAST ST. LOUIS R. R. CO., not already deposited under the plan of reorganization, the amounts found due by decree of the Court with interest bereon to date of presentation.

The order limits the time for presentation to July 1, 1889. CENTRAL TRUST CO. OF N. Y.

A SAFE GOLD INVESTMENT

POR THE MOST CONSERVATIVE.
ONLY TWENTY THOUSAND SHARES TO BESOLD.
DIVIDENDS IN OCTOBER NEXT OF 15 PER CENT
ON PRESENT PRICE.

\$3.25 PER SHARE, FULL PAID AND NON-ASSESSABLE.

THE SAN MIGUEL GOLD PLACERS CO., NO BONDED INDESTEDNESS.
THOS. HENRY EDSALL, PRESIDENT:
KER, VCT PRESIDENT, HON, JAMES G. HON THOS HENRY EDSALL, PRESIDENT; C. PARKER, VI'U PRESIDENT; HON JAMES GIL, PLLAN, TEPASURER (EXTREASURER OF THE NITED STATES). L. L. NUNN, of the SAN MIGUEL FALLEY BANK, at Tellucide, Colorado, GENERAL LANGUR. Property The richest pertion of San Miguel River, Solorado, now producing gold on a large scale. Competent experies estimate the values continued therein at \$12,000,000.

experts estimate the values contained therein at \$12,000,000.

five-sixths of which will be received by shareholders.

Over 400,000,000 cubic feet of gravel, gold in every foot;
and now in operation; gold taken out ready for the MINT.

REMIT TO JAMES GILFILIAN, TREASURER, 41 AND 43 WALL-ST., NEW-YORK. ELECTRIC LIGHT AND POWER

ELECTRIC STREET RAILWAY
BONDS AND STOCKS.
J. HERON CROSMAN. 72 and 74 Broadway. EXECUTIVE OFFICE, Santa Fe, N. M., May 23, 1889.

WILL RECEIVE bids until July 8, 1889, for the sale of the whole or any part of e20,000 of Penifertian bods of the Territory of New-Mexico, to be purchased by the Territory for cancellation, the prices of the principal of the bonds, the interest to the principal of the bonds, the interest to the delivered at Santa Fe within one week after notice of accombance of bid.

Dividend Notices.

CLEVELAND, COLUMBUS, CINCINNATI AND INBIANAPOLIS RAILWAY COMPANY,
CLEVILLAND, O., June 4, 1889.

A DIVIDEND of one and one-quarter per
cent (1 14) has been declared upon the capital stock
of this company, payable on and after July 1, 1889, at the
office of the United States Trust Co. No. 47 Wall-st,
New-York City, to stockholders of record at the close of
business June 8, 1889. The transfer books will be closed
from the evening of June 5 to the morning of June 25,
1889.

By order of the Board of Directors.

By order of the Board of Directors.
G. S. RUSSELL, Treasure THE IMPORTERS' AND TRADERS' NATIONAL BANK OF NEW YORK.

A DIVIDEND of seven per cent out of the earnings of the last six months has to-day been declared by this bank, payable on the last day of July next. The transfer books will remain closed til that date.

EDWARD TOWNSEND, Cashier. EDWARD TOWNSEND, Cashier,

TITLE GUARANTEE AND TRUST COMPANY,
55 LIBERTY ST
55 LIBERTY ST
100 18 1889

SEMI-ANNUAL DIVIDEND OF 2.1-2
Per Cent has this day been declared by the Board thates, payable July 1, 1889, a transfer books will be closed June 25 and opened 3.

THE DENVER AND RIO GRANDE, RAILROAD COMPANY DENVER COL. June 21, 1889.

COUPON NO. 6. due July 1, 1889. of the First Commodidated Mortgage 4 per cent Ronds of this Company, will be paid on and after that date at the Fourth National Bank, New York, J. W. GILLULY, Tracuter, THE MISSOURI PACIFIC RAILWAY CO., 195 Broadway, New-York, June 13, 1889.

DIVIDEND NO. 36.

A quartery dividend of ONE PER CENT on the capital stock of this commany has this day been declared payable on July 15, 1889. The transfer beoks will be comed on Friday, June 21, 1889, at 19 of check a m.

A H. CALEF, Treasurer.

NEW-YORK CENTRAL AND HUDSON RIVER R. R.

NEW YORK CENTRAL AND HUDSON RIVER R. R. CO., OFFICE OF THE TREASURER.

FOR the purpose of a quarterly dividend, paysble on the 18th day of July next, the transfer books of this company will be closed at 12 o'clock m. on Saturday, the 29th thest, and respend at 10 o'clock a. m. on Tuesday, the 18th inst. of July next.

E. V. W. ROSSITER, Trensurer. THE GEORGIA MIDLAND AND GULF RAILROAD COMPANY.

I NTEREST coupons of the first mortgage bonds of this company, due July 1, 1880, will be paid at the office of the Central Trust Company of New York.

JAMES E. GEANNISS. President.

OFFICE OF THE CONSOLIDATED FLECTRIC LIGHT
COMPANY, 32 NASSAUST.

NEW YORK, June 24, 1889.

NOTICE is hereby given that the compons
maturing July 1, 1889, on Bonds of the Consolidated
Electric Light Company, will be paid at the American Exchange National Bank, New York City.

GEORGE H. LEWARS, Treasurer.

NATIONAL BANK OF COMMERCE IN NEW-YORK. DIVIDEND. A semi-annual dividend of FOUR (4) PER CENT has been declared upon the capi-tal stock of this bank, payable on and after July 1, 1889. W. W. SHERMAN, Cashier. PENNSYLVANIA COMPANY.—Four and a half per cent loan. Interest due July I, peas, on the bonds of this loan will be paid at the National City Bank of New-York. Transfer books will close June 19, JOHN E. DAVIDSON, Treasurer.

OF THE CITY OF NEW YORK,
June 21, 1889.

SEVENTY-SIXTH DIVIDEND. A Semi-Annual Dividend of Five (5) Per Cent, free of taxes, will be paid on and after July 1, 1889. Transfer books will be closed from 25th last, until that date.
WILLIAM MILNE, Cashier.

THE CHATHAM NATIONAL BANK, 192 BROADWAY, COR. JOHN-ST. NEW YORK, June 21, 1880.

SEVENTY-FOURTH DIVIDEND.

The Directors of this bank have declared a quarterly dividend of THREE PER CENT, out of the earnings of the past three months, payable on and after July 1, 1889.

Transfer books will remain closed until July 1.

H. P. DOREMUS, Cashler. H. P. DOREMUS, Cashler,
THE NATIONAL SHOE AND LEATHER BANK
OF THE CITY OF NEW YORK
SEVENTY-FIRST DIVIDEND.
The directors of this bank have declared a semi-annual dividend of four (4) per cent, free of tax, payable on and after July 1st, 1889, until which date the transfer book will be closed.

W. D. VAN VLECK,
Cashler.

T HE BOARD OF DIRECTORS have this day declared a semi-annual dividend of four (4) per cent, free from tax, payable on and after July 1, 1889. The transfer books will remain closed until that date. CHARLES. E. BROWN, Cashier. T HE BONDS and coupons of the City of New-Albany, Ind., naturing July 1, will be paid at the United States National Bank, from the 1st to the 10th After that date at the office of the Sinking Fund Commissional Commission

United States at the office of the Shanns aloners at New-Albany L. BRADLY, Sinking Fund J. J. BROWN, Commissioners.

Dipident Notices.

SECOND NATIONAL BANK
OF THE CITY OF NEW TORK
OF THE CITY OF NEW TORK
NEW TORK June 30, 1836.

1 HE BOARD OF DIRECTORS have this day
declared a dividend of Five (5) Per Cent, free of tex,
out of the earnings of the current six months, psyable to
stockholders of record on and after July 1, 1889. Transfer,
book closed from June 24 to July 1, 1889, inclusive,
book closed from June 24 to July 1, 1880, inclusive,

THE FIFTH AVENUE SAFE DEPOSIT CO.
NEW YORK, June 10, 1869.

THE BOARD OF TRUSTEES have this day
declared a dividend of Two (2) Per Cent out of the
earnings of the current six months, payable to stockholders
of record on and after August 1, 1889. Transfer book
closed from July 24 to August 1, 1889. Inclusive.
GEO. MONTAGUE, Treasurer.

THE NATIONAL PARK BANK OF NEW-YORK,
THE COUPONS due July 1, 1889, from the
Brown Consolidated Bonds (5 per cent) and the Blue
Bonds (4 1-2 per cent) of the STATE OF SOUTH CARDLINA will be paid by this Bank.

THE NATIONAL PARK BANK OF NEW-YORK, 21st June, 1889.—A dividend of FOUR PER CENT has been declared upon the stock of this bank, psyable, free of tax, on and after July 1, 1889, and the transfer books will be closed until that date.

OFFICE OF WELLS. FARGO & COMPANY,
NO. 63 BROADWAY,
NO. 63 BROADWAY,
NEW-YORK, June 20, 1889

THE REGULAR SEMI-ANNUAL DIVIDIRectors of this company, payable July 13, 1889, at our
office as above.
The transfer books will close June 20, 1889, at our
recond. office as above.

The transfer books will close June 29, 1859, and reopen July 16, 1889.

H. B. PARSONS, Assistant Secretary.

H. B. PARSONS, Assistant Secretary,
PITTSBURGH, CINCINNATI AND ST. LOUIS RAILWAY COMPANY, OFFICE OF THE THEAS,
URER, PITTSBURG, Fenn., June 14, 1880.

THE SEMI-ANNUAL INTEREST, due 1st,
proximo, on the registered extended bonds of the
proximo, on the registered extended bonds of the
steubenville and Indiana Railroad Company will be baid
on and after July 1, 1889, at the National City Bank of
New-York. Transfer books will close on the 19th inst.
JOHN E. DAVIDSON, Transfer,

OFFICE OF

THE CONSOLIDATED ELECTRIC LIGHT COMPANY,

32 NASSAU-ST., NEW-YORK, June 4, 1889.

THE TRUSTEES of The Consolidated Electric Light Company have this day declared, out of the
net earnings for the current quarter, a quarterly dividend
of one per centum upon its capital sheet, jayable July 1,
1889, to stockholders of record on that date.

The Transfer Books will be closed from June 24, instant, at 3 p. m., to July 2, 1889, at 16 a. m.
Checks will be mailed to stockholders. Please notify the
office of any change of address.

By order of the Board of Trustees.

GEORGE H. LEWARS, Treasurer.

NATIONAL EROADWAY BANK,
NEW-YORK, June 22, 1889.

79TH DIVIDEND.
The Board of Directors have this day declared a semi-Annual dividend of Eight per cont, payable on and after July 1 prox. The transfer book will be closed until that date.

A. T. J. RICE, Cashler.

Bankers and Brokers.

BLAKE, BOISSEVAIN & CO., London, England. ADOLPH BOISSEVAIN & CO., Amsterdam, Holland.

Transact a general banking business. Securities bought and sold on commission. Poreign exchange, Commercial and travellers' letters of credit.
Orders for bonds and stocks executed on commission in London and on all Continental Bourses of Europe.
Negotiation of Railway, State, City and Corporation Loans a specialty.

KOUNTZE BROTHERS, BANKERS,

120 Broadway, (Equitable Building,)
New-1 ork.
Deposits received subject to check at sight.
Interest allowed on daily balances.
A General Banking and Collection Business transacted P. W. GALLAUDET & CO..

COMMERCIAL PAPER, STOCKS AND BONDS. Poughkeepsie Bridge Bonds and Stock Dealt in.

H. FITCH, JR. WALLST., WALLST., Member N. Y. Stock Exchange. COR. BROADWAY, N. Y. Savings Banks.

UNION DIME SAVINGS INSTITUTION

BROADWAY, 32D-ST., AND 6TH-AVE., NEW-YORK, JUNE 19, 1889.
Interest at the usual rate, namely FOUR per cent per annum up to \$1,000 and THREE per cent on any excess over \$1,000 has been voted for the present half year by the Board of Trustess; payable on or after July 17, or, if not withdrawn, bearing interest from July 1.

Open daily (including Saturdays) till 3: Mondaya till 7.

S. B. DUTCHER, President.

GARDNER S. CHAPIN, Treasurer.

CHARLES E. SPRAGUE, Secretary.

Railroads.

CENTRAL RAILROAD OF NEW-JERSEY.
FOOT OF LIBERTY-ST. NORTH RIVER.
Time Table of May 26, 1889.
4:00 a m. for Easton, Bethlehem, Alientown, Masch
Chunk, Wilkesbarre and Scranton, Reading, Harrisburg. Chunk, Wilkesbarre and Scration, Resing, Harrisburg, etc., 130 a.m. for Fiemington, Lake Hopstcong, Easton, Betalehem, Allentown, Mauch Chunk, Wilkesbarre, Scranton, Reading, Harrisburg, Pottaville, Tamaqua, Shamokin, Sunbury, Lewisburg, Williamsport, Stanbury, Lewisburg, Williamsport, Stanbury, Lewisburg, Wilkesbarre, Stanbury, Lewisburg, Wilkesbarre, Stanburg, Lake Hopstcong, Kaston, Stanburg, Lower, Bethlehem, Allentown, Mauch Chunk, Wilkesbarre, Seranton, Tamaqua, Saampokin, Chunk, Wilkesbarre, Seranton, Tamaqua, Saampokin, 400 p. m. for Fiemington, Lake Hopstcong, Kaston, 500 and 530 p. m. for Fonerville and Fiemington, 400 p. m. for Faston, Bethlehem, Allentown, Mauch Chunk, Reading, Harrisburg, etc. On Sundays at 330 p. m. For Red Bank, Long Branch, Asbury Park, Ocean Grove and Point Pleasant, 430, 815, 11:15 a.m., 1:30, 400 430, 610 p. m. Sundays 4:00, 9:00 a.m., Sunday

100, 4:30, 6:10 p. m. Sundays 4:00, 9:00 a. m. Sunday 100, 4:30, 6:10 p. m. Sundays 4:00, 9:00 a. m. Sunday rains do not stop at Occan Grove or Asbury Park. For Lakewood, Tom. Parlor cars at 1:30 and 4:30 p.m. per Atlantic City. Vinciand and Britiseton, 4:30 a. m.,

SANDY HOOK ROUTE. FOR LONG BRANCH, ASBURY PARK, OCEAN GROVE, &c. From Pier 8, N. R.

For Atlantic Highlands, Highland Beach, Seabright, Monmouth Reach, and Long Brench at 4:30, 10:15 a.m., 3:45, 5:00 p.m. Sundays 6:30 a.m. For Elberon, Ashury Park, Ocean Grove and Point Pleasant, 10:15 a.m., 3:45 p.m. Sundays (except Ashury Park and Ocean Grove), 9:80 a.m., For Lagwood, Toms River and Barnogat, 4:30 a.m., SHORTEST AND QUICKEST ROUTE.

FOR PHILADELPHIA, BALTIMORE AND WASHINGTON. DOUND BROOK ROUTE,

Via Central R. R. of New-Jeney, Philadelphia and Reading R. R., and Baltimore and Ohio R. R., leave foot of Liberty-st. N. R.

For Philadelphia, at 4:00, 7:45, 8:30, 9:30, 11:00 a. m., 1:30, 2:30, 3:15, 4:00, 5:00, 5:30, 7:30, 12:00 p. m. SUNDAYS, 8:30, 9:30 a. m., 1:30, 2:30, 3:15, 5:00, 6:30, 12:00 p. m. For Baltimore and Washington, daily, at 8:30 (11:00 except Sunday) a. m., 1:30, 2:30, 3:15, 5:00, 12:00 p. m.

Trains leaving at 7:45, 1:00 a. m., 1:30, 4:00, 5:30, 7:30, 12:00 p. m., have connection for Reading, Harrisburg, Pottsville, &c.

Trickets and Farior Car seats can be procured at 71, 201, 415, 944, 1:40, 1:323 Broalway, 7:37 Sthuave, 204 West 125th-st., 184 East 125th-st., New-York; 4 Court-st., 800 Fulton-st., 98 Broadway, Brooklyo, New-York Transfer Company will call for and check baggag from hotel or residence. BOUND BROOK ROUTE,

ST. LOUIS via THE WABASH ROUTE. The only through sleeping car to St. Louis via Niag are Falls leaves the Grand Central Depot at 0, p. m. (fa.1), via the New York Central, Michigan Central and Wabsel Railways—dining-cars for all meals—arriving in St. Loui, 7:43 second morning. Connections in Union Depot, St. Louis, for all points West and Southwest.

BALTIMORE AND OHIO RAILROAD.

Fast Express Trains, via PHILADELPHIA. 4
BALTIMORE, WASHINGTON,
CINCINNATI, ST. LOUIS AND CHICAGO.
PULLMAN CAR SERVICE ON ALL TRAINS.
Leave NEW-YORK, foot of Liberty-st. as follows:
For CHICAGO, \$115 p. m., 12:00 m daight.
For CHICAGO, \$115 p. m., 12:00 m, 11:00 p. m., 12:00 m daight.

Laive D. D. Ticketa and Pullman Car Space call at B. & O. Ticket Offices, 21, 261, 415 and 1,140 Broadway, or at Station foot of Liberty-at. New-York Transfer Company baggars from hotel or residence. T. ODELLI. General Manager. CHAS. O. SCULL. Gru'l Pass. Agent.

WEST SHORE RAILROAD, N. Y. C. & H. R. R. R. Co., Lessee, Trains leave West 42d-st. station, New-york, as follows, and bwenty minutes earlier from foot of Jay-st. N. R.; Chrago, Desco.t. London, Hamilton, '9-55 a. m., '5-15, 8-15 p. m. St. Louis, '5-15, 8-15 p. m. Format, 19-55 a. m., '5-15, 8-15 p. m. Nagara Falls, Syracuse, Uters and price pat interm disteriors, Nagara Falls, Syracuse, Uters and price pat interm disteriors, 15, '9-55 a. m., '5-10, '8-15 p. m. (and (a. 11-38 n. m. for Uters orly). Kimason, Saugeries, Catskil, Albany, S. 15, '7-15, '9-55, at 11-29 n. m., and (a. 94, '5-15, '8-15 p. m., Newborn, '10-15 a. m., '11-5 4, '15 5, '95, '9-38, '11-45 p. m., Mershow, Surgeries, Catskil, Albany, M. M. Marshow, S. S. M. 11-5 4, '15 5, '95, '9-38, '11-45 p. m., Mershow, S. S. S. M. 24, '8-15 p. m. Room Cars by Catskill on (a) 11:30 a. m. and (b) 3:45 p. m. trains.

Elegant Siceping Cars for Bufialo, Niagara Palls, Toronto, Detroit, Chicago and St. Louis, 'Daily,' (Daily, except Salvindays, Other trains daily except Sundays, (a b) Leave Jerrey City P. R. R. Station, all :20 a. m. s3:50 p. m.; Hoboken, West Shore Station, all :20 a. m. s3:30 p. m. For tickets, time-tables, or information, apply at offices, Brooklyn-238 Washington-st, 726 Fulton-st, Annex Office, foot of Fulton-st, New-York City-271, 363, 785 and 422 Broadway, 153:1-2 Bowery, 12 Park Piace, 58 West 125th-st, and West Shore Stations, foot of West 42d-st, and foot of Jay-st, N. R. Wescout's Extress calls for and checks baggage from hotels and residences.

C. E. LAMBERT.

Palle RALLWAL .—Tickst Offices, 601, 41

Fine Chambers and 23d-st. ferries, New York;
and 533 Fulton-st. Brooklyn; 107 Brookway, Vintaliant of the Corner Newsky and Hudson sta. Hobetan; and Safe Fulton-st. Brooklyn; 107 Brookway, Vintaliant of Septime New Station, Jersey City, where Tickets and or Siesping Car reservations and orders for checking transfer of Dugrage can be obtained. Express iterve 23d-st. A minutes earlier than time shown Chambers-st.; local trains 6 to 12°s minutes earlier, by 2 m., 103 k. Jypress. Fullman Bufet Drawing of town and Chautauqua Lake.

3 p. m. every day, "Chicago and 6t. Louis Limited," on Pullman firain of Dey. Dining and Sleeping costered of Pullman firain of Dey. Dining and Sleeping costered to Chavesing. Pullman Seeping costered to Chavesing. a. m., 1, 1:50, 2:50, 5:37'2, 5:45, 6, 6:15, 6

Neuthirel, 7:32-9, 10:30, 3:45, 4:30, 5:30, The 2:45, b, m, is Fest Express with Parlor Car. Turelo, 4:45, 7:52-9, 0:10:30 a.m.; I. Fast Expression of the Parlor Car. Turelo, 4:45, 7:52-9, 0:10:30 a.m.; I. Fast Expression of the Parlor Car. 4:430, 5:30, 7 p. m. Gorben, 4:45, 7:52-9, 0:10:30 a.m.; I. 3:30, 4:30, 5:30, 6:30, 7, 5:30, b, m. Middletown and Port Jervis, 4:45, 7:52-9, 9, 10:30 a.m.; I. 23, 230, 4:30, 5:30, 6:7, 3:30 b.m. Sunday local trains, main line, 4:45, 8:15, 10:30 a.m.; I:45, 4:6:30, 12 b.m. Express trains from West arrive 6:50, 7:40 a.m., 4:55 NORTHERN RAILROAD OF N. J. DIVISION.

PENNSYLVANIA RAILROAD.
THE STANDARD RAILWAY OF AMERICA.
PROTECTED THROUGHOUT BY THE
INTERLOCKING SWITCH AND BLOCK SIGNAL
SYSTEM.

TRAINS FOR THE WEST.

Leave Stations, foot of Destrosses and Cortlands state On and after May 20, 1889.

9 a. m. The Celebrated New York and Chicago Limited, the pioneer of this class of the service, composed exclusively of Pullman Vestibule Steeping, Dining, and Smoking Cars, heated by ateam and fighted by movable electric lights, daily for Pittaburg, Chicago, and Ciscinnati.

Smoking Cars, heated by steam and fighted by movable electric lights, daily for Pittaburg, Chicago, and Ciscinnati.

a. m. Fast Line, with Pullman Vestibule Parlor and Siceping Cars, Dioling Car from Philadelphia, daily for Pittaburg, Cincinnati, Cleveland, and St. Louis, daily, except Saturday, for Chicago and Tolodo.

8.20 p. m. Western Express, with Pullman Vestibule Siceping Cars and Dining Car, daily for Pittaburg, Chicago, Cincinnati, and St. Louis, daily, except Saturday, for Cleveland, and Toledo.

8 p. m. Factic Express, with Pullman Vestibule Siceping Cars, daily for Pittaburg, Chicago, and Tolodo, daily, except Saturday, for Cleveland.

For Williamsport, Lock Haven, 9:00 a. m., 8 p. m.; Corry and Eric at 8 p. m., connecting at Corry for Timeville.

For Lebanon, 9:00 a. m., 8:00 p. m., and 12:15 night, for Norristown, Pheerixville, Pottstown, and Reading, 11:00 a. m., 1:00, 2:00, and 4:00 p. m. Sunday, 6:15 and 10:00 a. m. 1:00 a. m., arrive Washington Sitzy and Sity, except Sunday, 10:00 a. m., arrive Washington Sitzy p. m.; requiar express, 4:00 p. m., and 3:10:10 p. m.; requiar express, 4:10, 9:00 a. m., 3:30. 4:30 and 9:00 p. m., land 10; 1:15 night, propoints on Chesapeake and Oblo Railway and Cipcinnati. Sicepers, Dining Car, and coaches through, 5:30 p. m. daily.

For Atlantic City. 1:00 (Through Parlor Car) and 2:00 p. m. week-days. For Cape May, 1:00 p. m. week-days. For Cape May, 1:00 p. m. week-days. For Loop May, 1:00 p. m. week-days. For Loop May, 1:00 p. m. veek-days. 9:10 a. m., 12:00 noon, 3:10. 4:20 and 5:10 p. m. 0s. Sunday, 9:45 a. m. and 5:06 p. m. (do not stop st. Asbury Park). For Old Point and Norfolk, via New-York, Philadelphia and Norfolk Railroad, 8:0e p. m. daily: via Baltimers and Bay Line, 2:00 p. m. week-days.
Beats of "Brooklyn Annex," connect with all through trains at Jersey City, affording a speedy and direct transfer for Brooklyn travel. Por PHILADELPHIA. Express Trains leave New-York, via Deabrosses and Cortland: Street Ferrica, as follows: 1:00 p. 11:10 a. m., 1:20, 1:00, 2:00, 3:00, 3:00, 4:00, 4:30, 5:00, 6:00, 6:30, 8:00 and 9:00 p. m. and 12:11 night. Accommodation, 1:10 a. m., 4:40 and 7:00 p. m. Sundays, Express, 4:00, 6:15, 9:00:19 Limited, and 10 a. m., 2:30, 4:40, 5. 8 p. m., and 12:15 night. Accommodation, 7:00 p. m.
Trains leaving New-York dauly, except Sunday, as 8:00, 9 and 11:10 a. m., 1:2, 4, 5, 8 p. m., and 12:15 night. Accommodation, 7:00 p. m.
Tricket Offices, Nos. 1, 433, 849 and 944 Broadway, 1. Astor House, and foot of Deabrosses and Cortlands stat.
Televic Offices, Nos. 1, 433, 849 and 944 Broadway, 1. Astor House, and foot of Deabrosses and Cortlands stat.

NEW-YORK CENTRAL

HUDSON RIVER RAILROAD,
THE GREAT FOUR TRACK TRUNK LINE
selected by the toverment as the
ROUTE OF THE FAST MAIL.
THIS IS ALSO THE NIAGARA FALLS ROUTE.
ALL TRAINS AGAILYE AND DEPART FROM
GRAND CENTRAL STATION,
Largest and Finest Passenger Station in America, and
the only Trunk Line Railway Station in New-York City.
ON AND AFTER JUNE 24, 1889.
18 a. m. Rochester Express, Wagner drawing-room
care New-York to Syracuse.
2000 a. m., Syratoga, Lake George and Montreal.
Special Wagner drawing-room cars, New-York to Saratogs, Caldwell and Montreal, via Delaware and Hudson
Railread, and New-York to St. Albans, via Central Vermont Line
9-50 a. m., FAMOUS WAGNER, VESTIBULED
MEW YORK CHICAGO AND ST. LOUIS LIMITED, ment Line.

9:50 a. m. FAMOUS WAGNER VESTIBULED NEW YORK, CHICAGO AND ST. LOUIS LIMITED, composed exclusively of buffet smeking-ear, dislogar, drawing room and sleeping cars for About, Circa, Syracus, Rochester, Buffalo, Niagary Falis, Frie, Cleveland, Toledo, etc. arriving at Chicago at 0:50 a. m. Indianapolis 11:35 a. m. St. Louis 7:40, p. m. next day. Connects at Cleveland with train for columbits and Circinnati. Connects at Albany with drawing-room car for Cooperstown. Elegant compartment acceptanceurs new in service. scepting curs now in service?
10:30 s. n., Chicago Express for Niagara Palls, Toronto, Cleveland, Cincianatt, Indianapolis, Detroit and
liceago: Wagner drawing-room curs to Richfield Springa,
lanondating and Howleter.

11 s. n., Western New-York and Northern Express,

SCHEDULE IN EFFECT MAY 12TH.

Trains leave station Central Railroad of New-Jersek
foot Literiy-st., North liver.
For Washington and Baltimore, 8:30 a.m.; 11 a.m.;
1:30, 2:30, 3:10, 0 p. n.; 12 night.
Sundays, 5:30 a.m.;
1:30, 2:30, 3:10, 0 p. m.; 12 night.
All trains stop at Chester and Wilmington, except 3:38
p. n. Bi. For Philadelphia at 4, 7:45, 8:30, 9:30, 11 a. m.; 1:30, 100, 3:15, 4, 5, 5:30, 7:20 p. m.; 12 night. Sundays, 130, 9:30 a. m.; 1:30, 2:30, 3:15, 5, 6:30 p. m.; 13

LIHIGH VALLEY RAILROAD.

PASSENGER TRAINS leave foot of Cortlandt and Des brosses sta. as follows:

7 a. m. for Statington and intermediate points.

8 a. m. for Goneva, Lyons, Einira, Rochester, Buffele and the West, and principal local points. Chair car to Lyons and Pullman car to Suspension Bridge.

11 a. m. for Limira and intermediate points. Chair car to Mauch Chunk.

1 p. m. for Tunkhannock and intermediate points. Chair cars to Tunkhannock. Conjection to Reading and Harrisburg.

3.40 p. m. for Elmira and principal intermediate points. Chair cars to L. & B. Junction and Pulman alsoper Childago.

for Camden.

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